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The Best Medium for
Advertising
in the Colony is
THE 'CHINA MAIL'
THE POPULAR AND LEADING PAPER.

The China Mail

ESTABLISHED 1845

HONGKONG, SATURDAY, AUGUST 11, 1900.

日七月七子庚

PRICE, \$2.50 Per Month.

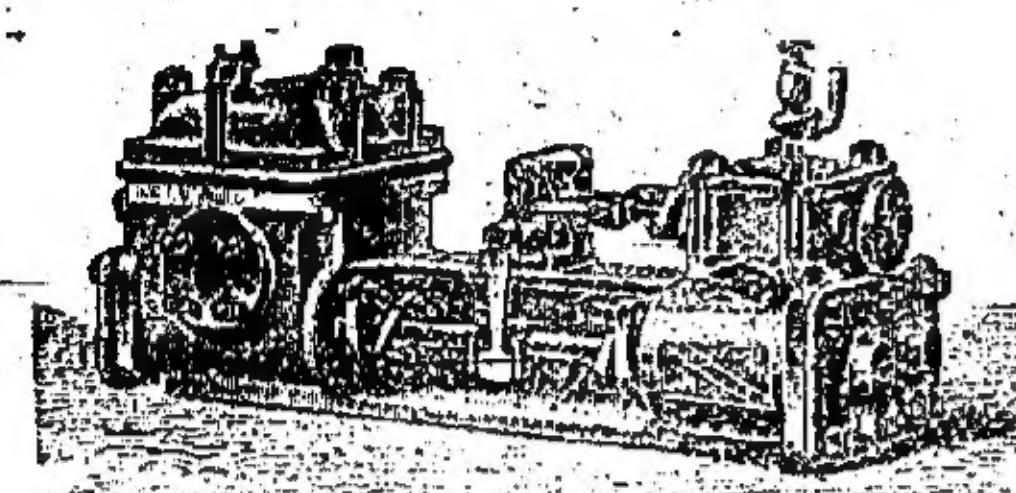
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Business Notices.

W. S. BAILEY & CO.

Engineers and General Merchants.



A Large Stock of Pumps, Forges, Telegraphs, Asbestos Packings and Deck and Engine Room Stores of all kinds ready for instant delivery.

THIS SPACE RESERVED FOR W. S. BAILEY & CO.
ENGINEERING AND SHIPBUILDING WORKS.

THE
Peak Hotel.

CITY OFFICE,
7, DUDDELL STREET

HOTEL CRAIGIEBURN

BLUNKET'S GAP, THE PEAK
near the TRAM TERMINUS. TELEPHONE 500.

For Terms,
Apply to the MANAGER. 741

CHEE WING, 數
29 & 30, LEE YUEN STREET (WEST),
HONGKONG.

DEALER IN
All Sorts of COPPER, BRASS, STEEL,
IRON WARE, &c.,
Suitable for

SHIP, ENGINEERS AND HOUSE BUILDERS.
Hongkong, May 20, 1900. 1227

IN THE SUPREME COURT OF
HONGKONG.

PROBATE JURISDICTION.

In the Goods of NICOL MONCUR, Junior,
Master Mariner, deceased.

NOTICE is hereby given that His Honour Sir John Wormald Hastings, Knight, Chief Justice of Hongkong, by virtue of Section 68 of the Probate, No. 3 of 1897, made an order that Creditors to the 1st day of October, 1900, for sending in claims against the above Estate. And all Creditors are hereby required to send their Claims to the Undersigned on or before that day.

Dated this 12th day of July, 1900.
DEACON & HASTINGS,
1037, Solicitors for the Administrator.

VICTORIA ENGLISH SCHOOL,
CRAIGENGOWER.

THE SCHOOL will RE-OPEN on
MONDAY, 13th August, at 9 a.m.
Boys are Provided with a thorough English Education with a View to their entering upon Commercial Life.

Copies of the annual Prospectus may be had at the School.

Applications re Terms, &c., should be made to

W. D. BRAIDWOOD, M.A., F.E.S.

Hodgson.

Hongkong, August 3, 1900. 1700

In the Matter of the Estate of HENRY JAMES HOLMES, Deceased.

NOTICE is hereby given that by an Order of the Supreme Court of Hongkong, made in the above Matter on the 5th day of July, 1900, under Section 68 of the Probate Ordinance 1897, the 15th day of October, 1900, has been fixed by the aforesaid Court as the time within which Creditors and others are to send in their Claims against the Estate of HENRY JAMES HOLMES late of Victoria in the Colony of Hongkong, Solicitor deceased (who died on the 3rd day of December 1899) and to whose personal Estate Letters of Administration were granted by the aforesaid Court, Probate Jurisdiction, to the undersigned.

All Creditors and other Persons having any Doubt Concerning the Estate of the said Deceased are hereby required to send in particulars of their claims or demands to the undersigned on or before the 15th day of October, 1900, after which day I will receive no further claims of the said deceased, among the parties entitled thereto, having regard only to the claims of which I shall then have had notice, and will not be liable for the assets or any part thereof so distributed to my persons of whose debt or claim I shall, not then have had notice.

Dated the 12th day of June, 1900.

H. K. HOLMES,

Solicitor.

1531, 15 Queen's Road, Hongkong.

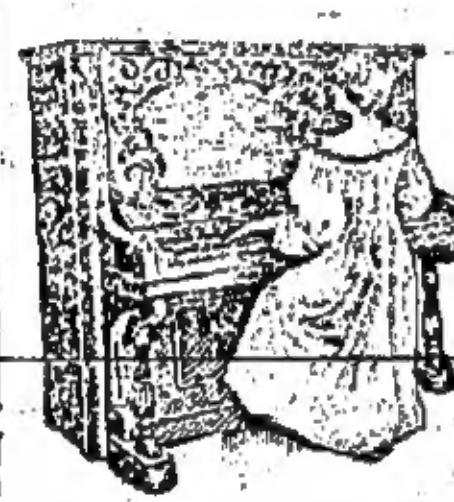
'KIRIN.'

A Delicate
Lager.

THE CELEBRATED BEER OF
JAPAN.

QUARTS, \$2.00 per dozen.
PINTS, \$1.75 do.

W. HUTTON POTTS,
Sales Agent for Hongkong.



HIGH CLASS ENGLISH PIANOS.

\$450. Payable in one year. Tuning Free.
Net Cash \$100.

The Robinson Piano Co., Ltd.

Absolutely Guaranteed.

NOTICE.

WE have This Day Established Our
SOLVES IN BUSINESS under the Firm
Name of

SPONNER & WILSON,
in GENERAL PASSENGER BROKERS
and COMMISSION AGENTS.

J. J. SPONNER,
H. WILSON

Address:

KOON SIX HONG,
34, WING ON LANE,
Hongkong.

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the OR-
DINARY HALF-YEARLY MEET-
ING of the SHAREHOLDERS in this Cor-
poration will be held at the City Hall,
Hongkong, on SATURDAY, the 18th
day of August Next, at Noon, for the
purpose of Receiving the Report of the
Court of Directors, together with a State-
ment of Accounts to the 30th June, 1900.

By Order of the Court of Directors.

H. M. BEVIS,
Acting Chief Manager.

Hongkong, July 25, 1900. 1610

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the REG-
ISTERS of SHARES of the CORPORA-
TION will be CLOSED from the 1st day of
August next (but not day inclusive), during
which Period NO TRANSFER of SHARES
can be Registered.

By Order of the Court of Directors.

H. M. BEVIS,
Acting Chief Manager.

Hongkong, July 25, 1900. 1611

FOR IMMEDIATE SALE.

A POWERFUL TWIN-SCREW
RIVER STEAMER, very suitably
fitted to carry large number of Passengers
and Cargo.

For Particulars, apply to

BANKER & CO.

Hongkong, July 21, 1900. 1612

In the Matter of the Estate of HENRY
JAMES HOLMES, Deceased.

NOTICE is hereby given that by an
Order of the Supreme Court of Hongkong,
made in the above Matter on the
5th day of July, 1900, under Section
68 of the Probate Ordinance 1897, the
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by the aforesaid Court as the time within
which Creditors and others are to send in
their Claims against the Estate of HENRY
JAMES HOLMES late of Victoria in the Colony
of Hongkong, Solicitor deceased (who died
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to the undersigned on or before the 15th

day of October, 1900, after which day I

will receive no further claims of the said

deceased, among the parties entitled

thereto, having regard only to the claims

of which I shall then have had notice,

and will not be liable for the assets or

any part thereof so distributed to my

persons of whose debt or claim I shall,

not then have had notice.

Dated the 12th day of June, 1900.

H. K. HOLMES,

Solicitor.

1531, 15 Queen's Road, Hongkong.

HONGKONG, SATURDAY, AUGUST 11, 1900.

日七月七子庚

PRICE, \$2.50 Per Month.

Business Notices.

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BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

4, PRINCE CENTRAL
(NEAR THE ENGINEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION,
BOILER COMPOSITION,
ENGINE AND OTHER OILS,
ALWAYS KEPT IN STOCK.

ALL ARTICLES OF FIRST-CLASS QUALITY.



BRADLEY & CO., Managers.
JOHN BROWNHILL, Superintendent.

1027

LANE, CRAWFORD & CO.

THE CELEBRATED
"GEM" ICE CREAM FREEZERS.

ICE CHESTS,
ICE SHAVES,
ICE PICKS,
AND OTHER SEASONABLE GOODS.

G. H. MUNIM & CO.

EXTRA DRY CHAMPAGNE,

Agents: SHEWAN, TOMES & CO.,

472 For Hongkong, Shanghai and Japan.

HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT
NEWLY-FURNISHED ROOMS.

TWO ELEVATORS.

NEW REFRIGERATING PLANT.

BEST QUALITY LIQUORS & PROVISIONS.

9106

**ASK FOR FERGUSON'S
P. & O.**

SPECIAL LIQUEUR, 10 YEARS OLD
HIGHLAND WHISKY.

FERGUSON'S

SPECIAL CREAM

SCOTCH WHISKY.

These are the finest productions of Scotland,
devoid absolutely of all deleterious matter.

THE CREME DE LA CREME OF

WHISKIES.

PURE AND MILD.

Sole Importers,

F. BLACKHEAD & CO.

MANILA CIGARS,

ALWAYS ON HAND THE BEST MARKS FROM
LA INSULAR AND LA PERLA DE ORIENTE FACTORIES.

J. M. DE ZUNIGA,

No. 9, Queen's Road Central,
Entrance by Ice House Street, (New Victoria Hotel).

216

THE PHARMACY,

10 Queen's Road Central, Hongkong.

ENGLISH and FOREIGN PATENT MEDICINES. Prescriptions carefully

dispensed by a qualified CHEMIST. Special attention to FRENCH and Other

FOREIGN FORMULAE.

SOMERVILE'S EXPORT AND GLENDOUR WHISKIES.

PORTSOY HIGHLAND WHISKY (PURE MALT).

MANILA CIGARS.

Manager, RICHARD FLINT.

1622

PROFESSIONAL NOTICE.

WERK & INTERPRETER WANTED
able to Write and Translate Chinese

and English. Apply, by letter, stating ex-

perience, to G. KELLY & WARD, LIMITED,

Hongkong, August 3, 1900. 1623

THE MUTUAL STORES,

8 AND 12 D'AGUILAR STREET.

LITTON'S DELICIOUS CEYLON

TEA and COFFEE, in 16 Tins.

Too well known to need comment.

PINE FRESH LEMONS in excellent

condition.

ADMIRAL SEYMORE'S ROAD.

Notes of a Journey from Taku to Pekin.
[By COLONEL H. HOWARD VINCENT, K.C.B., M.V.O., M.A.]

There are three roads now of supreme importance to the British Empire—Cape Coast Castle to Coomassie, Capetown to Pretoria, Taku to Pekin. The thoughtful anxieties of all the Queen's subjects are fixed thereon. The first I do not know. The second has been lately the subject of much-peopled narrative. Some account of the third may not be uninteresting. It is not the least important of the highways from sea to capital. A stormy voyage in a small steam collier in the Yellow Sea, a night of danger, a typhoon great suffering (modified only by one of the splendid types of British captains who sail on Eastern waters, and his taking my wife and myself from the dock, having transformed into a cabin, upon the bridge) and we are in the Gulf of Pochih, tacking on the bar of the Peiho River. Here is now concentrated a commanding fleet. On either side the river are forts, well planned, well-constructed, well-armed, but badly garrisoned. The idea of the designers was to hold the approach to the river, while little ships were kept out to seaward under fire by the shallows and the currents. A share of mud was held to be a defense against boats and landing parties. That was in the time when Li Hung Chang was Viceroy of the Metropolitan Province of Chihli. He had foreigners to aid him, an arsenal, and an army. But these are gone. The forts have now fallen. The mud has not kept back the landing parties. As in 1860 the Taku forts are in the hands of the foreign devils.

The Peiho and Tientsin.

We enter the Peiho—a narrow entrance, a narrow river, a course like the Suez Canal. We steam slowly. Our swell washes the banks. The inhabitants of a mud-hut look at us. "Full speed ahead," says the captain down the tube. A dozen extra revolutions, and we lash the waters into such a storm that the effects of the jeering family on the bank are swept into the stream. He laughs best who laughs last. The Viceroy demands my presence at the Yamen of Tientsin. With Mr. Brewster, Her Majesty's Consul (now Consul-General at Shanghai), I obey. He in a palanquin, I in another. In front an outrider in a milk-white steed and a long whip. In the narrow and crowded streets he whisks back passage for our chairs. The Yamen—a few low houses in a small courtyard. Li Hung Chang, with button and monocle, tender with yellow jacket and fringed robe, holds us welcome, and through an interpreter we hold a long conversation, sitting at the end of the dining-table. Mr. Brewster and I on the right, the interpreter on the left. Pekin is our destination. In fifty hours we are at Tungchuan. There are five hours in which to do the fourteen miles—the gates of Pekin are closed at sun-down. The small carts are chartered, and we start. Oh, that road! Lord Leach, whose sore sickness has ended fatally, the road of troops of friends was taken that road as a prisoner in the forenoon of his brilliant career. His hands were tied behind him, his feet lashed together. In the bottom of that springless cart he rode as he thought to torture and his doom. We could realize what he suffered in body as in mind. We find a road to civilised comfort. But it is agony! The rough road, with huge stones all out of place, like that over the Orange valley the other day, as I brought up the rear of General Crump's captive procession from the Hsiaobang to Modder River.

The Mandarins and the "Squeeze."

Who are those who are riding from the capital, with huge speckles? They are the future magistrates and governors and vicars. Whence come they? Are they sons of ancient lineage, of hereditary rank, coming from Chinese's Eton and university? No, they are sons of the people, children of the soil. In the village competition they showed promise, in the provincial examination they gave further evidence of a future. Bankers and usurers fastened on them. Money was not lacking for maintenance and instruction, for travel to the seats of learning. It was not given on philanthropic grounds. Interest upon interest would one day be coming from magisterial and official "squeeze." The students who pass us have come from the metropolitan competition. They have passed days in a cell, fed through a hole in the wall, not receiving from a neighbour, no hint from a fellow. The theme on the Chinese classics decides their fate. Civil Service Commissioners, established a thousand years before Christ, were built, sent the first down to the Palace for a yet further proof. Of such are the mandarins. What a revolution!—that revolution, destined to bring the lowly into the seats of the mighty—do for them? They are the people, not aristocrats, not plutocrats, not sons of vested interests, not children of great domains? By competition they have risen, by competition tempered by "squeeze" they will rise.

Going to the Palace.

Let us go to the palace. How? in a chair or in a cart? The former is but for the great mandarin. He who selects that mode of conveyance without right will be refused admission. Thus sorrowfully did the chair-borne Marquis Tseng retrace his steps. At places in Europe battalions saluted, bugles heralded his advent. In Occident he might be of good repute. In Orient the Ambassador must be taught his place. We leave the Tartar city, we leave the outer city. We are at the door of the Imperial City. Beyond is the Forbidden City. There, in an innermost chamber, sits at three in the morning, the Great Council of State. There come to make report the Manchu and the Chinese Presidents of the six Boards of State, including over equal numbers of Tartar and Chinese members. There sits the Emperor-Dowager, the usurper of the revolution pencil, and in the name of the disposed and unhappy Sovereign pronounces the decrees which appear in the dullest farceplay in the world—the *Peiho Gazette*. Among that humble crowd—sitting earth with forehead in the kow-tow—are the heads of the "Tsung-tu,"

that is, the Yamen, or offices of "Tsung-li," or Foreign Affairs. What news of the foreigner? What Ambassador or Minister came yesterday in his palanquin to speak in the Yamen for his country? Was it the Russian, with its usards of Cossacks on the frontier waiting but for the signal to come in? If so, it was a voice which could be undeciphered. Was it the French envoy? Let there be no mistake. The Frenchman might threaten, but the King of Prussia is in the hands of the Tartar. On that southern line into Formosa Indochina is not a success, save as a living sculpture, and the clever members of the Grand Council and the six Chief Secretaries wait the other day.

British Hesitancy.

Was it the envoy who tempts the great legation—that is, the princely palace leased to the British Government for its Minister, with large compound surrounded by lofty walls, by the side of the canal, of the min or Legation Street. He represents interests greater than all the other Powers combined. Three-fourths of the foreign trade of China are in his keeping. Nearly all the shipping in the Yellow Sea or China Sea either flies his treble cross or is commanded and engineered by Britons. His gimbots are in every river. His battlements are superior to those of any other Power. Does His Excellency speak with the voice of the Cossack? Not so great as the stork, it is often hesitate to respond—*"We give you in return every success."* We give you in return every success. We give you in return every success. The Viceroy demands my presence at the Yamen of Tientsin. With Mr. Brewster, Her Majesty's Consul (now Consul-General at Shanghai), I obey. He in a palanquin, I in another. In front an outrider in a milk-white steed and a long whip. In the narrow and crowded streets he whisks back passage for our chairs. The Yamen—a few low houses in a small courtyard. Li Hung Chang, with button and monocle, tender with yellow jacket and fringed robe, holds us welcome, and through an interpreter we hold a long conversation, sitting at the end of the dining-table. Mr. Brewster and I on the right, the interpreter on the left. Pekin is our destination. In fifty hours we are at Tungchuan. There are five hours in which to do the fourteen miles—the gates of Pekin are closed at sun-down. The small carts are chartered, and we start. Oh, that road!

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THE WAR AGAINST THE FOREIGNERS.

The Anarchical Government.

With reference to the execution without trial of the two Tsungli Yamen Ministers Hsi Ching-chong and Yuan Chang it will be interesting to read from the experiences of a refugee from the capital (published in the *N.C. Daily News*) an account of the efforts of the martyred ministers to prevent disaster to their country.

On the 18th June, Hsi Yung-ji, Yuan Chang and two others of the Tsungli Yamen Ministers, seeing that affairs were approaching a dangerous crisis, and that the Manchus were intent on hacking the Boxes and Kansu men in their proposed war, to the knife, with foreigners as a whole, made a last attempt to bring about an armistice at least. At the imminent risk of their lives, they passed through streets in the vicinity of the Legations crowded with thousands of Boxers and Kansu troops, the former of whom were by this time also armed with modern firearms and were preparing for another attack on the Foreign Legations the next day. These four loyal Chinese Ministers were fortunate enough to be unharmed into Legation Street, and so on to the United States Legation, but many were the terrors they had on the way which would have daunted the hearts of many another official. They had however agreed to sacrifice themselves to the cause of their country, and if they were to lose their lives in this last attempt to bring about peace and so save their native land, they at least would have their names handed down in history as having done their duty to their Emperor, Hsi Yung-ji, Yuan Chang and the other two Ministers of the Tsungli Yamen, who of course were also Chinese but whose names cannot at present be recalled, got into the American Legation and saw Mr. Conger, the U. S. Minister. What was actually done or said cannot say, but the shouts and threats of the Boxers and Kansu troops became more ominous as time passed, and the four Chinese Ministers were compelled to make a hasty departure.

In the meanwhile the German Minister, it seemed, had heard of the visit of the Tsungli Yamen and accordingly sent a written message the same day that H. E. would visit the Yamen the next day. The (Chinese) Ministers of the Yamen were dumbfounded when they received the note and wrote back begging H. E. to forgive his visit until affairs became more settled, as the crisis at the moment was in a most dangerous pitch, and the streets and alleys in the vicinity of the Legations were crowded with wild and savage troops over whom the Tsungli Yamen had not the least control. This was perfectly true. Neither H. E. the German Minister nor any one of the various Legations could know the exact range in which the Chinese Party in the Tsungli Yamen themselves were; and that they were powerless and had failed to negotiate for an armistice with U. S. Minister Conger at the risk of their own lives. Hence, in spite of the warning of the friendly Chinese ministers, the German Minister determined to visit the Yamen, and was accordingly murdered on route by the Kansu troops and some of Yang Lu's Manchu troops of the Wuwei Middle Corps. This is a fact, and occurred on the 19th of June. After this pandemonium broke loose and all Peking seemed to be in confusion. Panic reigned everywhere amongst the more law-abiding of the Chinese inhabitants. There were innumerable rumors flying about of a more or less alarming nature, but I can not vouch for their truth, I will not mention them.

The Removal of the Scales.

The murder of the German Minister opened the eyes of the Imperial Court. They saw that things were now in danger of being beyond recall, and the more recklessly joined Prince Tsuan and Kang Yu in pressing the Empress Dowager to declare war and bring inside Peking all Yang Lu's troops, who were armed with modern fire arms, machine and field guns. The troops had been experienced before by the Boxers and Kansu men in their attacks on the Legations, and now appear and ride more boldly to destroy the foreign quarters. The most prominent and active of the Manchu Party presented themselves at the Palace therefore on the 20th of June, the day after the murder of the German Minister, and got the Empress Dowager to issue a decree to Yang Lu, as Generalissimo of the Grand Army of the North, commanding him to bring in his army into Peking and formally attack the Legations, destroy them, and then, leaving Peking for Tientsin, to destroy the foreigners there and so on until all were driven into the sea. Just as the Empress Dowager was about to give her consent to the writing of such a decree, the Emperor interposed and preventing the Emperor from doing so, and the Emperor before his and in a voice full of emotion and despair besought her to pause before sending Government troops to attack the Legations. The Emperor, to the Chinese mind, retrenched on his account of the statement with which we started.

The Emperor's Appeal.

"If I alone," cried His Majesty in despairing accents, "were to suffer and die as a consequence of what you have done and intend by and by to do, gladly would I die the death in atonement for the catastrophe you design for China; but I beseech Your Imperial Majesty to have mercy. Please to pause before you destroy the hundreds of my poor, understanding subjects throughout the Empire. What have they, I ask your Majesty, done to merit the calamity that will be in store for them by the fatal steps you and your counsellors intend to take? I beseech your Maj. to stop before it becomes too late. A myriad times do I pray you to reconsider your decision before launching on a policy which will endanger the very foundations of the Empire which my forefathers handed down to me to nourish and to protect from harm. I would rather die ten thousand deaths than see all the sufferings that are in store for my myriad of unfortunate subjects—Here has my Majesty broken down utterly. His despairing words could have touched a heart of stone, but when the Empress Dowager suddenly cast a look of consternation, the Emperor drew back and looked away, utterly ignoring the prostrate Emperor who, when saying his last words, had impulsively moved forward a step and clutched the hem of his Imperial Aunt's robe, the picture of helpless despair and impotence. It only required Prince Tsuan, who stood near the Throne with his Manches, to address in a loud tone, and the Empress Dowager, to say with a contemptuous shrug of the shoulders—'What does his Majesty the Emperor know about such things as way?' to break utterly the heart and opposition of the unfortunate Emperor. His Majesty at once rose and, weeping, left the Council Chamber.

A MINISTER'S GOOD WORK.

A man's shoulder is usually caused by a rheumatism of the muscles, and may be cured by a few applications of the man's pain balm. For sale by All Dealers, Watson & Co., Ltd., Hongkong.

THE BRITISH INDIA TRANSPORTS.

The Times of India says—Now that another expeditionary force is being sent from India, we again hear and read much of the activity proceeding in the Government Dockyards at Calcutta and Bombay, and the arms thrown on the different Military Depots, preparing ships for sea and moving troops to ports of embarkation. The most important point, however, where the ships come from or who supply them, is not considered. People seem to have idea that Government or the Commander-in-Chief issue orders for the despatch of so many thousand men and animals, and ships are always available and ready to receive the Corps as they turn up at the port of embarkation. As a matter of fact the present Indian Contingent will be practically transported to their destination by the British India Steam Navigation Company. Without special permission being previously had and obtained, the men of the Firm the other day turned his launch in the direction of the marshes which are the property of the Bowra Browning Company, quite near the interdicted shop. Here he was met with "node and beak and wreathed smiles" by Mr. Bodenmeyer, the gentleman in charge, who made him and his party welcome, showed them over the place and did all his power to entertain them. They are doing things on a big scale out at the Bowra Browning Company's place, and mean business and plenty of it. Beer will be cheaper in Hongkong presently.

Did it ever strike the readers of this column that *expeditio* *debet* is a proverb very little regarded? Experience never does teach, that is the worst of it. When those poor wretches were suffocated off the Sandheads, Calcutta way, some year or so ago, while dozens of helpless spectators endeavoured to extricate them from their fatal position, one would have thought that the necessity of having the cabin port-holes of ships large enough for men to squeeze through would have forced itself upon the notice of shipbuilders. It has not, however, and even when they are made larger than usual, the error is perpetuated by swining them on a centre swivel, instead of a hinge. The Senior noticed that this fault was present in the exceedingly large and handsome cabin windows of the King Albert. The recent fire at Hokkien, where some were slowly raised to death through being unable to get through the port-holes, again exemplifies the necessity of the reform we would like to see inaugurated.

In the course of a long article on Sir Robert Hart and his work in China, Mr. H. W. Lawson writes in the *Daily Telegraph*:

"In what hopeless condition of insolvency China would have been but for Sir Robert Hart and his men, it is impossible to discuss, but it is enough to know that the Service remains to day, as it has been for the last quarter of a century, the one sound and divised spot in the dreary waste of incompetence and corruption which is called Chinese Government. The Inspector-General hardly looks his age. He is fat and fidgety, an unattractive man of great energy, and manifest strength of will, iron grey of hair and beard, and square figure, in general appearance not unlike a well-known London clergymen, Canon Barnett, of Toynbee Hall. The latter is one of the Subsidiary Forces Regiments which is coming out? Or is it one selected from His Highness the Nizam's troops? You see there is plenty of choice left to the reader of the statement with which we started."

The man-trap holes in Elgin Road, Kowloon, had not yet been filled up. Who is to blame? If the authorities do not brush up the Elgin, intend to have a turn with them, and in that a way which they will not admire. Isn't it enough to cut our water supply short over there, sparingly doing out to a diluted mist? Let us leave our roads to that we need not fear of accident."

When it is stated that a Hyderabadi regiment is coming out to assist in the defence of Hongkong, the assertion is slightly vague. Does it mean a regiment from Hyderabad, Sind, or Hyderabadi, Deccan? If the latter, is it one of the Subsidiary Forces Regiments which is coming out? Or is it one selected from His Highness the Nizam's troops? You see there is plenty of choice left to the reader of the statement with which we started."

The American Hospital Ship Maine did such good work in South African waters, will be welcome in these, where there will soon unfortunately be need for her services, for we have hardly, as yet, seen the beginning of the trouble in China. The monumental impertinence of appointing old Li to mediate with the Powers and discuss terms of peace, is grimly worth provoking. There is something else to be done before any negotiations having their, and a peaceful settlement of the existing crisis can be entered upon. We have to find out beyond the possible shadow of a doubt all that has happened at Peking during these weary weeks. As you rightly remark, the Chinaman has no belief in the sanctity of human life, and notably in this case as concerns the helpless woman and child. What has been done in Peking and elsewhere with our men, women and children, has to be yet discovered, for, despite plausible statements and apparently genuine despatches, their safety is extremely problematical. It has been believed that, and we fear that it has, a terribly stern retribution has been exacted before we commence to talk of peace, and it is those who are most raving and ruinous China who have to learn the lesson. Meanwhile, the advance on Peking is being steadily pushed on, and great day see the arrival of reinforcements, and of what is yet more urgently needed, stores and equipment.

The firm are of opinion that Hongkong should give the Chinaman a hearty welcome on their arrival here. It will be the best opportunity we have had of greeting our Colonial Ceylons on active service here, and the occasion should mark a red-letter day in the Island of Fragrant Streets.

It is a thousand pities that at a time like the present, the leaders of the Allies cannot get along without quarrelling among themselves, although we are bound to confess, the fault seems in this instance to lie with Great Britain, whose high-handed action has, in several instances, started the ball of dissension rolling. Where the interests of all the parties are of all surely some sort of *status quo* should be found, acceptable to all parties, without having recourse to retribution.

Stearns Wine of Coal Liver Oil. A man's shoulder is usually caused by a rheumatism of the muscles, and may be cured by a few applications of the man's pain balm. For sale by All Dealers, Watson & Co., Ltd., Hongkong.

CHUTNEY.

(Manufactured by the Firm of Irresponsible Chatter and Co.)

The closing of Li-chi-kok as a bathing place is a loss felt by the general public. It is one of the easiest accessible beaches in the vicinity of Hongkong and, to the busy man with a little time to spare, or the poor man with less money, it offered facilities not obtainable elsewhere, combining the luxury of a sea bath with a not too long launch or even Hawk's boat trip. The old Customs Station has, we believe, been leased by the Government to a Government Official, and he, perhaps not unaturally, prefers to make a close corner of this inviting spot. It is a pity, but we suppose it cannot be helped.

With the placard staring him in the face that landing was forbidden at Li-chi-kok pier, without special permission being previously had and obtained, the men of the Firm the other day turned his launch in the direction of the marshes which are the property of the Bowra Browning Company, quite near the interdicted shop. Here he was met with "node and beak and wreathed smiles" by Mr. Bodenmeyer, the gentleman in charge, who made him and his party welcome, showed them over the place and did all his power to entertain them. They are doing things on a big scale out at the Bowra Browning Company's place, and mean business and plenty of it. Beer will be cheaper in Hongkong presently.

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TELEGRAMS.

(REUTER'S SERVICE.)

THE BOER WAR.

LONDON, 9th August.

Commandant De Wet and Mr. Stava are reported at Schoemanskraal. General Kitchener is closing round them.

Hongkong, August 11, 1900.

SHOP TO LET.

NO. 42A, QUEEN'S ROAD CENTRAL, G. S. CO.

presently occupied by ASTLEY,

Kobe & Yama.

Kobe.

Liverpool.

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THE OSAKA SHOSEN KAISHA, LTD.

FOR SWATOW, AMOY & TAMSUI.

THE Company's Steamship

TAMGUE MARU.

Captain H. NAGATA will be despatched for

the above Ports on SUNDAY, the 12th

Inst., at Daylight.

For Freight or Passage, apply to

MITSUI BUSSAN KAISHA,

Agents.

Hongkong, August 6, 1900. 1678

Shipping.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

(Taking Cargo at LONDON Rates).

THE Company's Steamship

SARAJEDON.

Captain CERIN, will be despatched as above

on SUNDAY, the 22nd Inst., at Daylight.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, August 10, 1900. 1679

Shipping.

AUSTRIAN LLOYD'S STEAM

NAVIGATION COMPANY.

STEAM FOR YOKOHAMA AND

ICHEO VIA KIACHOBAU.

THE Company's Steamship

CHINA.

Captain R. MAYER, will leave for the above

places on WEDNESDAY, the 15th Inst.

in the Afternoon.

SANDER, WIELER & Co.,

Agents.

Hongkong, August 10, 1900. 1679

Shipping.

THE CHINA AND MANILA STEAM-

SHIP COMPANY, LIMITED.

THE Steamship

RICHMOND CASTLE

will be despatched for the above Port on

or about the 20th August, and will be fol-

lowed by the Steamship

MARIA DE LARINACA.

For Freight, apply to

DOODWELL & Co., Ltd.,

Agents.

Hongkong, August 3, 1900. 1680

Shipping.

THE CHINA NAVIGATION COMPANY,

LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

MENNUIR.

Captain R. W. ALMOND, will be despatched as

above on MONDAY, the 13th Instant,

at 5 p.m.

The Attention of Passengers is directed to

the excellent Accommodation provided by

this Steamer. She is fitted throughout with

the Electric Light, and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOME & Co.,

General Managers.

Hongkong, August 10, 1900. 1681

Shipping.

THE CHINA NAVIGATION COMPANY,

LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

TSINAN.

Captain ANDERSON, will be despatched on

MONDAY, the 20th August, at Noon.

The attention of Passengers is directed to

the Superior Accommodation offered by

this Steamer. The First-Class Saloon is situated

forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, July 30, 1900. 1682

Shipping.

THE CHINA NAVIGATION COMPANY,

LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS SYDNEY & MELBOURNE.

THE Company's Steamship

TSIKAN.

Captain ANDERSON, will be despatched on

MONDAY, the 6th August, at Noon.

The attention of Passengers is directed to

the Superior Accommodation offered by

this Steamer. The First-Class Saloon is situated

forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, July 30, 1900. 1683

Shipping.

THE CHINA NAVIGATION COMPANY,

LIMITED.

FOR QUEENSLAND PORTS, SYDNEY

AND MELBOURNE.

THE Company's Steamship

CHANGSHA.

Captain MOORE, will be despatched on

WEDNESDAY, the 15th August, at 4 p.m.

The attention of Passengers is directed to

the Superior Accommodation offered by

this Steamer. The First-Class Saloon is situated

forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, July 30, 1900. 1684

Shipping.

THE CHINA NAVIGATION COMPANY,

LIMITED.

FOR MELBOURNE, QUEENSLAND

AND MELBOURNE.

THE Company's Steamship

TSIKAN.

Captain ANDERSON, will be despatched on

MONDAY, the 6th August, at Noon.

The attention of Passengers is directed to

the Superior Accommodation offered by

this Steamer. The First-Class Saloon is situated

forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, July 30, 1900. 1685

Shipping.

THE CHINA NAVIGATION COMPANY,

LIMITED.

FOR MELBOURNE, QUEENSLAND

AND MELBOURNE.

THE Company's Steamship

TSIKAN.

Captain ANDERSON, will be despatched on

MONDAY, the 6th August, at Noon.

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A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, July 30, 1900. 1686

Shipping.

THE CHINA NAVIGATION COMPANY,

LIMITED.

FOR MELBOURNE, QUEENSLAND

AND MELBOURNE.

THE Company's Steamship

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Captain ANDERSON, will be despatched on

MONDAY, the 6th August, at Noon.

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A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, July 30, 1900. 1687

Shipping.

THE CHINA NAVIGATION COMPANY,

LIMITED.

FOR MELBOURNE, QUEENSLAND

AND MELBOURNE.

THE Company's Steamship

TSIKAN.

Captain ANDERSON, will be despatched on

MONDAY, the 6th August, at Noon.

The attention of Passengers is directed to

the Superior Accommodation offered by

SATURDAY, AUGUST 11, 1900.

THE CHINA

Mails.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL despatch VESSELS to the Undersigned PORTS on the DATES
named
POB. STEAMSHIP. CAPTAIN. DATE.

MAISSEILLES, G. W. BABOT About 14th August
& LONDON, *Baron* A. SYKES About 17th August
SHANGHAI, *Paramatta* F. J. COLE Noon, 18th August
LONDON, &c., *Mutta* * C. C. TALBOT, R.N.R. About 18th August
YOKOHAMA, via NAGASAKI & KOBE, *Rosella* + C. C. TALBOT, R.N.R. About 18th August
LONDON, *Java* G. W. GORDON, R.N.R. About 6th Sept.

* See Special Advertisement. + Passing through the Inland Sea; For Freight only.

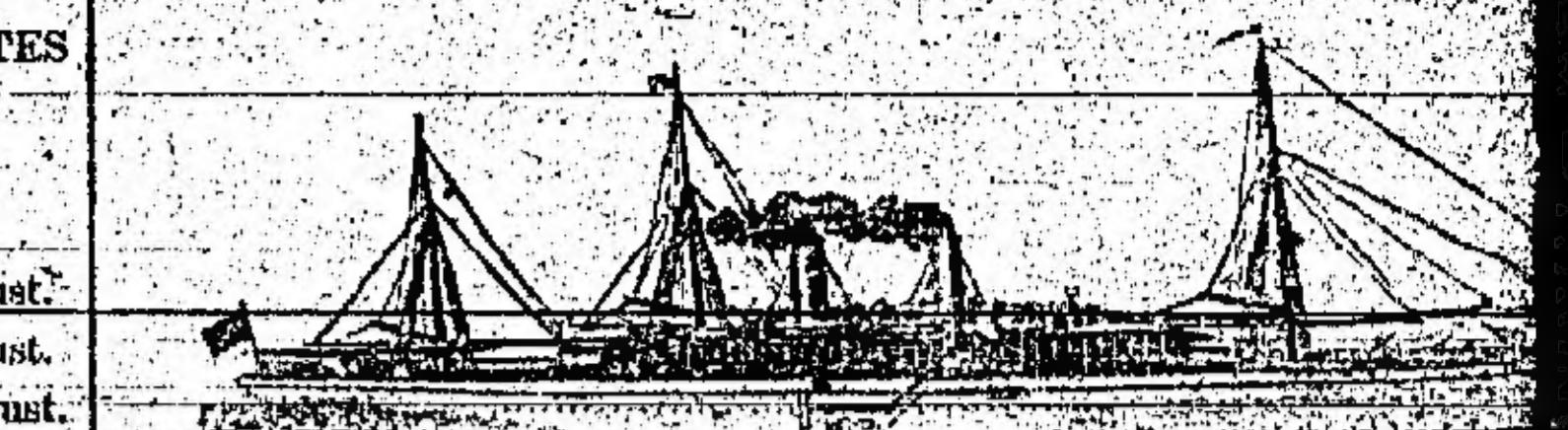
For Freight or Passage and further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, August 4, 1900.

Mails.
CANADIAN PACIFIC RAILWAY CO.
ROYAL MAIL STEAMSHIP LINE.



THE EAST ROUTE BETWEEN CHINA, JAPAN AND KOREA,
AND THE UNITED STATES
(Calling SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
SAFETY - SPEED - PUNCTUALITY.

Twin Screw Steamship—6,000 Tons—10,000 Horse power—Speed

Proposed SAILINGS FROM HONGKONG.

(Subject to Alteration.)

EMPEROR OF INDIA...Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY,

EMPEROR OF JAPAN...Comdr. G. E. LEWIS, R.N.R. WEDNESDAY,

EMPEROR OF CHINA...Comdr. R. ARCHIBALD, R.N.R. WEDNESDAY.

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the INLAND SEA OF JAPAN, and usually make the voyage to VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS in Trans-Pacific journey, and make connection at Vancouver with the IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 40 HOURS. Close connection is made Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, via Great Britain and the Continent are given choice of

Passengers booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12

SPECIAL RATES (first class only) granted to Missionaries, Members of the

Military, Diplomatic and Civil Services, and to European Officials in

China and Japan Governments.

The attractive features of this Company's route entitle its STEAMSHIPS, (second to none in the World), the LUXURIOUS TRANS-CONTINENTAL TRAINS (the Company having received the Gold Medal at recent Chicago World's Exhibition) and the diversity of MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc.,

Hongkong, August 9, 1900.

D. E. BROWN, General Manager.

PEADER STREET, HONGKONG.

HAMBURG-AMERIKALINIE NORDDEUTSCHE

(French Service)

(Freight Service)

OSTASIASTISCHER FRACHTDAMPFER-DIENST

DIENST

Taking CARGO at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE BLACK SEA AND BALTIc PORTS; NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Steamers. Sailing Dates.

WEIMAR ... THURSDAY, 23rd August.
PRINZ HEINRICH ... THURSDAY, 6th September.
PRUSSSEN ... THURSDAY, 20th September.
HAMBURG (HAMBURG-AMERIKALINIE) ... WEDNESDAY, 3rd October.
SACHSEN ... WEDNESDAY, 17th October.
OLDENBURG ... WEDNESDAY, 31st October.
BAVERN ... WEDNESDAY, 14th November.
STUTTGART ... WEDNESDAY, 28th November.
KONIG ALBERT ... WEDNESDAY, 12th December.
PRINZ HEINRICH ... WEDNESDAY, 26th December.

ON THURSDAY, the 23rd day of August, 1900, at Noon, the Steamship WEIMAR, of the NORDDEUTSCHE LLOYD, Captain V. Pausch, with MAIIS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on TUESDAY, the 21st August. Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 22nd August, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 22nd August.

Contents of Packages are required. No Parcel Receipts will be issued for less than \$2.50 and Parcels should not exceed Two Feet Cube in Measurement.

The Steamer has splendid accommodation and carries Doctor and Stewards.

Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to

1703

Melchers & Co., Agents.

U. S. MAIL LINE.
Pacific Mail Steamship
Company.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Rio de Janeiro (via Shai, Nagasaki, Kobe, Inland Sea, Yama and H'ulu) SATURDAY, Aug. 25, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama and H'ulu) TUESDAY, Sept. 18, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama and Honolulu) SATURDAY, Oct. 13, at Noon.

THE U. S. Steamship City of Rio de Janeiro will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 25th August, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Though Passage Tickets are granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, and the CANADIAN PACIFIC RAILWAY on payment of 14 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

O. L. GORHAM,
Acting Agent.

Hongkong, August 2, 1900.

1646

WASHING BOOKS.

(In English and Chinese.)
WASHING BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office.—Price \$1 each.

CHINA MAIL OFFICE.

Hongkong, July 5, 1900.

1648

BUTTERFIELD & SWINE.

Agents.

Hongkong, August 6, 1900.

1649

Mails.

THE CHINA

<p

Banks.

CHINATILE BANK OF
INDIA, LIMITED.
CAPITAL £1,500,000
... £1,125,000
... £ 662,500
... £ 30,000
BANKERS:
CHINATILE BANK, LIMITED.

allowed on Current Accounts
1% per annum on the Daily

FIXED DEPOSITS:

1%
31%
23%
21%

J. THURBURN,
Manager, Hongkong.

March 26, 1900. 234

CHINATILE BANK OF INDIA,
ITALIA, AND CHINA.

BY ROYAL CHARTER 1853.
OFFICE, LONDON.
CAPITAL £800,000
SHARES £800,000
... £625,000

allowed on Current Account
1% per annum on the Daily

Deposits for 12 months 4%
... 6% 31%
... 3% 21%

J. E. SANSON,
Acting Manager.

May 23, 1900. 840

SOCIETIES.

L'UNION
INSURANCE COMPANY, LTD.
Established 1823.
Signed, having been appointed
GENERAL AGENT for the above
Company, prepared to ACCEPT RISKS

and direct without reference
to office.

A. R. MARTY,
Agents.
August 1, 1900. 1653

FISH AND MERCANTILE
COMPANY.

AT 31ST DECEMBER, 1899,
£14,409,069.
Total £3,000,000 0 0
Total £2,750,000 0 0
Total £687,500 0 0
Total £2,731,183 13 7

been appointed AGENTS of the
Company, we are prepared to
MAN and CHINESE RISKS at

NEWAN, TOMES & CO.,
Agents.
June 22, 1900. 1537

CHINA FIRE INSURANCE
COMPANY.

Signed, having been appointed
S for the above Company are
cept. Risks against Fire at

HOTZ, S'JACOB & Co.
March 31, 1900. 738

SURANCE SOCIETY.

In the Reign of Queen Anne
A.D. 1714).

WHY SUBSCRIBED, £450,000.

PAID UP, £180,000.

FUNDS EXCEED £3,459,044.

ANNUAL INCOME, £1,103,883.

Signed, having been appointed
of the above Society, in Hong
Kong to issue POLICIES against
usual terms.

CHARY WICKING & Co.,
Praya Central.

CHINA MARINE INSUR-
ANCE CO., LTD., TOKYO.

Signed are prepared to accept
RISKS at CURRENT RATES

CO. R. STEVENS & Co.,
Agents.

January 5, 1899. 45

D. J. KEYMER & Co. beg
for services as AGENTS IN
Established in 1844, they
through knowledge of the
and experience of Eastern
Asia.

of the Firm give personal
to all business, and will
invite those requiring
AGENTS for purchase of
of produce, or other busi-
ness interests to them.
Orders are attended to by

TELEGRAMS:
KEYMER, LONDON.

FRENCH REMEDY

CHINA RAPION

and highly popular remedy, as
in Contagious Diseases, Rheumatic
Diseases, and other diseases all
to be sought in a medicine of
the best quality.

It is sold by all
Merchants throughout the World.

and 2/9 & 4/6. In one
box, which contains
one pound of
the best quality.

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